

PRICE \$2½ PER MONTH.

INTIMATIONS.

CHINESE IMPERIAL GOVERNMENT

EIGHT PER CENT. LOAN OF 1891.

SEVENTH DRAWING.

NOTICE IS HEREBY GIVEN, that in conformity with the stipulation contained in the Bonds of this loan, the following Numbers of Bonds to be paid off at Par at the Office of the HONGKONG AND SHANGHAI BANKING CORPORATION, in Hongkong, on the 24th day of October, 1892, when the interest thereon will cease to be payable, were this day Drawn at the Office of the said Corporation in Hongkong, in the presence of HERRIB MAURICE BEVIS, Esquire, Chief Accountant of the said Corporation, and of the undersigned Notary Public.

NUMBERS OF BONDS DRAWN.

1,000 BONDS, NOS.									
6	16	20	32	38	48	53	58	63	68
73	78	84	94	104	110	116	122	128	133
138	144	150	160	170	180	186	192	198	204
210	216	222	232	242	252	258	264	270	276
282	288	294	304	314	324	330	336	342	348
354	360	366	376	386	396	402	408	414	420
426	432	438	448	458	468	474	480	486	492
498	504	510	520	530	540	546	552	558	564
570	576	582	592	602	612	618	624	630	636
642	648	654	664	674	684	690	696	702	708
714	720	726	736	746	756	762	768	774	780
786	792	798	808	818	828	834	840	846	852
858	864	870	880	890	900	906	912	918	924
930	936	942	952	962	972	978	984	990	996
1000	1006	1012	1022	1032	1042	1048	1054	1060	1066
1072	1078	1084	1094	1104	1114	1120	1126	1132	1138
1144	1150	1156	1166	1176	1186	1192	1200	1206	1212
1218	1224	1230	1240	1250	1260	1266	1272	1278	1284
1290	1296	1302	1312	1322	1332	1338	1344	1350	1356
1362	1368	1374	1384	1394	1404	1410	1416	1422	1428
1434	1440	1446	1456	1466	1476	1482	1488	1494	1500

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via SUEZ CANAL	Yorona (str.)	M. De Horne	Hongkong	P. & O. S. N. Co.	On 9th inst. at 4 p.m.
LONDON, via SUEZ CANAL	Chingpo (str.)	R. W. McHugh	Hongkong	Arnold, Karberg & Co.	On or about 1st inst.
LONDON, via SUEZ CANAL	Tian (str.)	Chingpo (str.)	Hongkong	Arnold, Karberg & Co.	On or about 1st inst.
LONDON, via SUEZ CANAL	Chingpo (str.)	Chingpo (str.)	Hongkong	Arnold, Karberg & Co.	On or about 1st inst.
LONDON, via SUEZ CANAL	Chingpo (str.)	Chingpo (str.)	Hongkong	Arnold, Karberg & Co.	On or about 1st inst.
LONDON, via SUEZ CANAL	Chingpo (str.)	Chingpo (str.)	Hongkong	Arnold, Karberg & Co.	On or about 1st inst.
LONDON, via SUEZ CANAL	Chingpo (str.)	Chingpo (str.)	Hongkong	Arnold, Karberg & Co.	On or about 1st inst.
LONDON, via SUEZ CANAL	Chingpo (str.)	Chingpo (str.)	Hongkong	Arnold, Karberg & Co.	On or about 1st inst.
LONDON, via SUEZ CANAL	Chingpo (str.)	Chingpo (str.)	Hongkong	Arnold, Karberg & Co.	On or about 1st inst.
LONDON, via SUEZ CANAL	Chingpo (str.)	Chingpo (str.)	Hongkong	Arnold, Karberg & Co.	On or about 1st inst.

SHIPPING INTELLIGENCE.

PASSENGERS.

(Continued from 1st page)

ARRIVED.

Per Singapore, str. from Hongkong—From

M. De Horne, str. from Hongkong—From

M. De Horne, str. from Hongkong—From

M. De Horne, str. from Hongkong—From

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M. De Horne, str. from Hongkong—From

VESSELS ON THE BERTH.

AUSTRO-HUNGARIAN LLOYD'S

STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG,

COLOMBO, BOMBAY, ADEN, SUZ,

PORT SAID, BRINDISI, TRIESTE,

(Taking Cargo at through rates to Calcutta,

Madras, Persian Gulf, Black Sea,

Levant & Aden Ports).

THE Company's Steamship

"ORION"

Captain G. Mathew will be despatched at

above TO-MORROW, the 2nd Nov., at Noon.

For Further Particulars regarding Freight

and Passage, apply to the Agents of the Com-

pany, Praya Control.

O. BACHRACH,

Hongkong, 26th October, 1884.

1884

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND

CALCUTTA.

THE Company's Steamship

"TAISANG"

Captain Doria will be despatched for the

above PORTS TO-MORROW, the 2nd Novem-

ber, at THREE P.M.

This steamer has Superior First Class Ac-

commodation specially constructed to meet

the requirements of tropical climates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 26th October, 1884.

1884

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates

for NINGPO, CHEFOO, NEWYANG, TIENTSIN,

HANKOW and Ports on the YANGTSE).

THE Company's Steamship

"JAXA"

Captain R. J. Mathew will be despatched at

above TO-MORROW, the 2nd Novem-

ber, at THREE P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 26th October, 1884.

1884

THE CHINA SHIPPERS' MUTUAL

STEAM NAVIGATION COMPANY,

LIMITED.

FOR SHANGHAI

THE Company's Steamship

"OOPACK"

J. C. J. Mathew, Commander, will be despatched for the

above PORTS on or about the 2nd Novem-

ber, at THREE P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 26th October, 1884.

1884

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"CHINGWU"

R. H. Mathew, Commander, will be despatched

at above on or about the 2nd Novem-

ber, at THREE P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 26th October, 1884.

1884

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLENFINLAS"

Captain J. Mathew will be despatched at

above on or about the 2nd Novem-

ber, at THREE P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 26th October, 1884.

1884

NAVIGAZIONE GENERALE ITALIANA

ELETTORE E RUBINATO UNITO

COMPANY.

STEAM FOR SINGAPORE, PENANG,

COLOMBO, BOMBAY, ADEN, SUZ,

PORT SAID, BRINDISI, TRIESTE,

VENICE, GENOA, NAPLES, AND

MARSILLES.

(Taking Cargo at through rates to Calcutta,

Madras, Persian Gulf, Black Sea,

Levant & Aden Ports).

THE Company's Steamship

"BOMBIDA"

Captain G. Mathew will be despatched at

above TO-MORROW, the 2nd Novem-

ber, at THREE P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 26th October, 1884.

1884

VESSELS ON THE BERTH.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, PENANG,

COLOMBO, BOMBAY, ADEN, SUZ,

PORT SAID, BRINDISI, TRIESTE,

VENICE, GENOA, NAPLES, AND

MARSILLES.

(Taking Cargo at through rates to Calcutta,

Madras, Persian Gulf, Black Sea,

Levant & Aden Ports).

THE Company's Steamship

"NURNBERG"

Captain G. Mathew will be despatched at

above TO-MORROW, the 2nd Novem-

ber, at THREE P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 26th October, 1884.

1884

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR SINGAPORE, PENANG,

COLOMBO, BOMBAY, ADEN, SUZ,

PORT SAID, BRINDISI, TRIESTE,

VENICE, GENOA, NAPLES, AND

MARSILLES.

(Taking Cargo at through rates to Calcutta,

Madras, Persian Gulf, Black Sea,

Levant & Aden Ports).

THE Company's Steamship

"NAUPACTUS"

Captain G. Mathew will be despatched at

above TO-MORROW, the 2nd Novem-

ber, at THREE P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 26th October, 1884.

1884

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVER-

LAND RAILWAYS AND TOUCHING AT

YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF RIO

DE JANTON" will be despatched for

San Francisco, via Yokohama, on TUESDAY,

the 2nd Novem-ber, at THREE P.M.

Passengers and Freight will be received at

the Agents' Office, 10, Queen's Road, Central.

For further particulars, apply to the Com-

pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 26th October, 1884.

1884

STEAM FOR SINGAPORE, PENANG,

COLOMBO, BOMBAY, ADEN, SUZ,

PORT SAID, BRINDISI, TRIESTE,

VENICE, GENOA, NAPLES, AND

MARSILLES.

(Taking Cargo at through rates to Calcutta,

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THE Company's Steamship

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General Managers.

Hongkong, 26th October, 1884.

1884

NAVIGAZIONE GENERALE ITALIANA

ELETTORE E RUBINATO UNITO

COMPANY.

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General Managers.

Hongkong, 26th October, 1884.

1884

his servants to properly and thoroughly carry out sections 17, 18, 19, and 20 of this contract, and in the event of the Government on the expense of the Contractor and the cost of procuring such repairs or removals will be deducted from the moneys becoming due to him under this contract.

22.—The Contractor shall remove all refuse, mud, filth, just, sweepings and all other refuse by boat to Mount Davis, there to be deposited at a depot to be indicated to him by the Sanitary Inspector, and he shall not allow any such refuse to be dropped into water in the act of landing the boats, or in the landing and discharging their contents, nor shall he allow the removal of it from any of his boats to any place other than the depot at Mount Davis.

23.—The Contractor shall have every oven and stove completely harn the City refuse deposited at the depot at Mount Davis.

24.—In respect of this Hill Districts of Victoria, the Contractor shall be responsible for any damage which may arise from his non-observance of any part or clause

VESSELS ON THE BERTH.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "GAELIC" will be despatched for San Francisco, via Yokohama, on SATURDAY, the 13th November, at THREE P.M.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All Passengers should be booked at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN Passengers—Passengers, who have paid full fare, returning at San Francisco for China or Japan (or vice versa), within six months, will be allowed a discount of 20% on Return Fare, if re-embarking within one year.

An allowance of 10% will be made from Return Fare. Pre-Paid Return Passengers, available for one year, will be issued at a discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50, Queen's Road Central, Hongkong, 29th October, 1886.

C. D. HARRAN, Agent.

NORDBREITEN LLOYD.

NOTICE.

SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID, TRIPOLI, BRINDISI, ANCONA, BREMEN, AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA, AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

ON MONDAY, the 29th day of November, 1886, at Noon, the Company's Steamship "BRAUNSCHEWIG," Captain Steiner, with MAILS, PASSENGERS, SPECIE, AND CARGO will leave the berth above.

Shipping Orders will be received till Noon. Cargo will be received on Board until 4 P.M. and Parcels until 3 P.M., on the 29th of November, 1886. (Parcels are not to be sent on Board; they must be sent to the Agency's Office). Contents and Value of Packages are required.

The Company is prepared to grant Policies of Insurance on Measure and Cargo shipped by their own steamers.

For Further Particulars, apply to MELOCHERS & Co., Agents.

Hongkong, 30th October, 1886.

STEAM TO SHANGHAI.

THE 3/4 L.L. American Bank.

"ROHILLA,"

will leave for the above place about 24 hours after her arrival with the outward English Mails.

E. L. WOODIN, Acting Superintendent.

Hongkong, 29th October, 1886.

FOR NEW YORK.

THE 3/4 L.L. American Ship.

"GEORGE CURTIS,"

Captain Smith, will leave for the above Port, and will have quick despatch.

For Freight, apply to SIEMSEN & Co., Agents.

Hongkong, 28th August, 1886.

FOR NEW YORK.

THE 3/4 L.L. American Bank.

"PENOBSCOT,"

O. G. Eator, Master, will leave for the above Port, and will have quick despatch.

For Freight, apply to PUSTAU & Co., Agents.

Hongkong, 22nd September, 1886.

FOR NEW YORK.

THE 3/4 L.L. American Ship.

"GRANDE,"

Brans, Master, will leave for the above Port, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 15th October, 1886.

FOR NEW YORK.

THE 3/4 L.L. American Ship.

"BENJAMIN SEWELL,"

S. R. Ulmer, Master, will leave for the above Port, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 14th October, 1886.

FOR NEW YORK.

THE 3/4 L.L. American Bank.

"ANTIOCH,"

Hemingway, Master, will leave for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co., Agents.

Hongkong, 12th October, 1886.

FOR HAMBURG DIRECT.

(WITH OPTION OF CALLING AT HAVRE).

THE 3/4 L.L. German Bank.

"LIVINGSTONE,"

Steffens, Master, will leave for the above Port, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 14th October, 1886.

WINTER TIME TABLE.

THE KOWLOON FERRY.

STRAHLAUBER "MORNING STAR."

Runs Daily as a Ferry Boat between PEDDER'S WHARF and TRIM-TSU-TSUI at the following hours:—This Time Table will take effect from the 1st October, 1886.

WEEK DAYS.

SUNDAYS.

Leave Hongkong Leave Hongkong

6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M.

5.30 " 6.30 " 5.30 " 6.30 "

5.00 " 6.00 " 5.00 " 6.00 "

INSURANCES.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & Co., Agents.

Hongkong, 16th November, 1886.

DRENNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at the following Rates:—

On First-class European

On First-class Goods

On Second-class Goods

On Third-class Goods

On Fourth-class Goods

On Fifth-class Goods

On Sixth-class Goods

On Seventh-class Goods

On Eighth-class Goods

On Ninth-class Goods

On Tenth-class Goods

On Eleventh-class Goods

On Twelfth-class Goods

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On Fifteenth-class Goods

On Sixteenth-class Goods

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On Twenty-first-class Goods

On Twenty-second-class Goods

On Twenty-third-class Goods

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On Twenty-fifth-class Goods

On Twenty-sixth-class Goods

On Twenty-seventh-class Goods

On Twenty-eighth-class Goods

On Twenty-ninth-class Goods

On Thirtieth-class Goods

On Thirty-first-class Goods

On Thirty-second-class Goods

On Thirty-third-class Goods

On Thirty-fourth-class Goods

On Thirty-fifth-class Goods

On Thirty-sixth-class Goods

On Thirty-seventh-class Goods

On Thirty-eighth-class Goods

On Thirty-ninth-class Goods

On Fortieth-class Goods

On Forty-first-class Goods

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On Forty-third-class Goods

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On Forty-fifth-class Goods

On Forty-sixth-class Goods

On Forty-seventh-class Goods

On Forty-eighth-class Goods

On Forty-ninth-class Goods

On Fiftieth-class Goods

On Fifty-first-class Goods

On Fifty-second-class Goods

On Fifty-third-class Goods

On Fifty-fourth-class Goods

On Fifty-fifth-class Goods

On Fifty-sixth-class Goods

On Fifty-seventh-class Goods

On Fifty-eighth-class Goods

On Fifty-ninth-class Goods

On Sixtieth-class Goods

On Sixty-first-class Goods

On Sixty-second-class Goods

On Sixty-third-class Goods

On Sixty-fourth-class Goods

On Sixty-fifth-class Goods

On Sixty-sixth-class Goods

On Sixty-seventh-class Goods

On Sixty-eighth-class Goods

On Sixty-ninth-class Goods

FOR SALE.

CALIFORNIA FLOUR.

The Finest FLOUR in the Market is "HAGON EXTRA," STRAIGHT AND COLOUR UNPARALLELED. TAYLOR & CO., 120

FOR SALE.

AT WHOLESALE PRICES.

SACONNET'S SHERRY, PORT, CHAMPAGNE, COGNAC, BRANDY, WHISKIES, ALE, STOUT, MACHINERY, LAWN MOWERS, SALES, BICYCLES, PAINTS, OILS, VARNISH.

Apply to W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 1st January, 1887.

FOR SALE.

ST. PAULI PILSENER BEER.

Case of 48 quarts at \$12.00.

Case of 96 pints at \$12.00.

Hongkong, 21st September, 1886.

FOR SALE.

CHAMPAGNE "MONOPOLE."

—HEIDENRICK & Co.—

MONOPOLE REB SEAL (medium dry).

Do. R. V. F. (extra dry).

Do. GOLD FOLIO "DART" (extra dry).

Sole Agents, HEIDENRICK & Co., Reims, For Hongkong, China, and the East.

Hongkong, 1st July, 1886.

FOR SALE.

CHAMPAGNE, 1880, WHITE SEAL.

\$21.00 per case of 1 dozen quarts.

\$21.00 per case of 1 dozen quarts.

\$21.00 per case of 1 dozen quarts.

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TO BE LET.

"BEEZY POINT," ROBINSON ROAD.

With Immediate Possession. GODDOWNS at West Point—Large and Small.

COAL STORAGE.

Apply to SHARP & Co., 170

TO LET.

ROOMS IN OLD CHAMBERS.

Apply to DOUGLAS LAFRAIK & Co., Hongkong, 1st February, 1887.

TO BE LET.

Possession on the 1st January, 1887.

THE PREMISES now occupied by Messrs. MEYERSON & Co. are for Sale and Packer Street. The First and Second Floors will be let in Flat, Single Rooms, or in suits as may be required.

The GROUND FLOOR which has hitherto been occupied by Messrs. BLACKHEAD & Co. as a STORE, will also be let complete, or subdivided to meet the requirements.

All can be taken for a year or on Lease. For Further Particulars, apply to W. KERFOOT HUGHES, Packer's Street, Hongkong, 17th September, 1886.

TO BE LET.

THE DISTRICTED BUNGALOW in Bonham Road known as "REDEA."

Apply to LINSTEAD & DAVIS, Hongkong, 5th October, 1886.

TO BE LET.

THE FAMILY RESIDENCE known as HURST, 11th, Robinson Road, Garden, Tennis Lawn, and the view.

No. 15, QUEEN'S ROAD EAST. LINSTEAD & DAVIS, Hongkong, 9th August, 1886.

TO LET.

ROOMS IN "COLLIER CHAMBERS."

No. 16, HOLLYWOOD ROAD. Apply to DAVID SASSON, SONS & Co., Hongkong, 30th July, 1886.

TO LET.

From the 1st September next.

THE COMMERCIAL PREMISES known as the P. & O. Old Office situated in the completion of the HONGKONG AND SHANGHAI BANKING CORPORATION.

For Further Particulars, apply to the Under- signed.

E. L. WOODIN, Acting Superintendent, Hongkong, 23rd August, 1886.

DANCING ROOM.

11, BRONXFIELD ACADEMY, TOP FLOOR.

The above Room is This Day Opened for private dancing, and the classes are also given. Terms strictly moderate.

For Further Particulars, apply to J. M. DA SILVA, Hongkong, 26th October, 1886.

THE INSURANCE COMPANY, LIMITED.

(INCORPORATED IN CALCUTTA UNDER THE INDIAN COMPANIES ACT, 1882.)

THE LIABILITY OF THE SHAREHOLDERS TO THE AMOUNT OF THEIR SHARES.

Date of formation as an Unlimited Partnership, A. D. 1850.

CAPITAL—Rs. 4,00,000.

In 40,000 Shares of Rs. 100. Rs. 25 per Share being paid up, viz.—Rs. 5 on Application, and Rs. 20 on Call.

No further calls are intended to be made. Applications for Shares will be received simultaneously in Calcutta and London.

HEAD OFFICE OF THE COMPANY IN CALCUTTA.

GENERAL MANAGERS: MESSRS. JARDINE, SKINNER & Co., CALCUTTA.

Prospectus can be seen and Application Forms for Shares obtained of Messrs. JARDINE, SKINNER & Co., Hongkong.

Hongkong, 21st October, 1886.

THE HONGKONG AND KOWLOON WHARF, GODDOWNS, AND CARGO BOAT COMPANY.

THIS Company will receive SHIPMENS AND SAILING VESSELS along with their WHARVES at KOWLOON, Land, and Store GENERAL CARGOES, IN FIRST CLASS GRAMMETS GODDOWNS at 30 Cents per ton weight or measurement, including STEVEDORE'S FEE.

Wharves for Craft under 375 feet, \$60.00 and also Under the Wharves, delivery into Craft alongside the Wharves, and the principal receiving places on this side at 5 at 8 Cents per package.

FERRY.

One of the Company's Steam Launches will run Daily (Sundays included) starting punctually from PEDDER'S WHARF and the Company's Wharf at KOWLOON, as conveyance for Passengers and for FREIGHT OF CARGO.

LEAVES KOWLOON at 6.15 A.M. 7.15, 7.45, 8.15, 9.00, 10.00, 11.00, 12.00, 1.00 P.M.; 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, 8.00, 9.00, 10.00, 11.00, 12.00 P.M. 1.30, 2.30, 3.30, 4.30, 5.30, 6.30, 7.30, 8.30, 9.30, 10.30, 11.30, 12.30 P.M.

For Further Particulars, &c., Apply to W. KERFOOT HUGHES, Agent, Packer's Street, Hongkong, 8th

Pé-re has been put forward by the British Government. Indeed, England has never sought to obtain any exclusive advantage

Peking has been put forward by the British Government. Indeed, England has never as yet sought to obtain any exclusive advantage—yet she will might have done in return for all her outlay in opening China—from the Peking Government. We doubt, moreover, whether any such benefit would result to the establishment of the Peking Government, and it is not likely that the Government would open up to trade, but it is well that the deliberations should be formed on the suit of Peking. This city lies on the apex formed by two branches of the West River, one running north, and the other west; it is almost on the borders of Yunnan, and is, therefore, in no way a difficult point accessible, however. Very light draught steamers to go up to Peking, even during the summer, owing to the rapids. Mr. Colquhoun thinks the light draught steamers might ascend to the half way to this place, some four hundred miles. Peking is a town of the second order under the order of the Peking Government, and is the chief port of arrival of some two thousand troops. Mr. Colquhoun, who passed through this place, on his journey "Across China," remarks, concerning it: "The town, as we approached it, was lined on both sides, especially up the north branch of the stream, by numbers of different shaped and sized craft, and this together with the crowded nature of the place, at first bespeaks prosperity and business. The town in fact had a more thriving look than any we passed since Wu-chau. It is built on slightly raised ground, so that the houses, of well-built brick work, rise above each other." He adds that the streets, though narrow, are for the most part very clean, and that the town is of considerable extent of trade, but its importance has been greatly reduced owing to the Miao-hoedien and Tsiping rebellions, which resulted in the depopulation of vast districts and numerous towns along the West River. Kwangsi, and also caused the diversion of much of the carrying trade between Yunnan and Canton to the river by the Yangtze, and the loss of the distance from Tongqui, and is undoubtedly the natural key to South Yunnan, but as it is inaccessible, and not native craft, and as the imports on trade are very heavy on the West River, it is doubtful whether this point can be profitably retained for some time to come. The seizure by the officials, it would seem, of the carrying trade, would tend to develop. But in this light under the present rule? The best that can be hoped for is that the Chinese Government will consent to open up the waterways of the Two Kwang provinces to steamer navigation as far as the light draught boats can penetrate. It would be a great advantage to the British Empire to trade with this Colony, and would also at the same time materially increase the revenues of His Excellency the Viceroy of the Two Kwang.

11 said question and, one I dealt with at our
 12 meeting. I have also pointed out in concert
 13 with the directors of the old Company the fo-
 14 of the legal proceedings which have been
 15 initiated. I have also pointed out the
 16 situation, help saying, now I am on my legs,
 17 only chance of success this Company over-
 18 has been completely spoiled by the obstruct-
 19 we have met from the old company, and which
 20 has been the cause of the loss of the
 21 on the simple matter of this extra machine.
 22 Whether it would have had the beneficial
 23 afforded for it more than I can say, but I
 24 say, as a matter of fact, it would have
 25 been a great deal better for the Company
 26 than it is now. I ought to have had that machine
 27 to give it a trial. On Thursday next this
 28 litigation award will be brought, as Mr. Lee
 29 says, before the Judges in Chambers. If
 30 finished. If we win, as I trust and believe
 31 shall, the case will have to come on in a
 32 probably at considerable expense, an expense
 33 which I cannot estimate.
 34 Mr. McCULLOUGH—Is this same thing, wh-
 35 ever wins.
 36 Mr. LEECH—Not quite.
 37 Mr. FRASER SMITH—If we go to court
 38 and get a judgment for \$10,000, I think
 39 I doubt about a breach of contract having
 40 been committed; it is not denied; and whether we
 41 \$10 or \$500 we will get costs.
 42 Mr. McCULLOUGH—That is all right.
 43 Mr. FRASER SMITH—But this is more to
 44 point. After going into this matter very
 45 fully I consider it would be an act of fol-
 46 to continue the laundry any longer, and I
 47 think I have no objection to our going
 48 to co-operate on the management for carry-
 49 on the laundry under present circumstances.
 50 I have gone into the figures as far as this
 51 goes, and I find that we are losing \$300
 52 for the laundry as constituted to pay I
 53 feel inclined, having been placed in trust
 54 other people, to go on losing \$300 or \$400
 55 month, out of philanthropy, which is
 56 the only reason I have for not proposing
 57 for the laundry as constituted to pay I
 58 work until this case against the other com-
 59 is finished, and then we can decide. I would
 60 finish what little work we have in hand and
 61 up and shut. We have no servants, and
 62 that I think the washmen are employed
 63 the day, so we can send them away at once;
 64 Mr. Hurley has a three months' notice which
 65 has very generously waited in case of the
 66 termination of the laundry. I have proposed I
 67 conscientiously bound to make, gentlemen, as
 68 to our present machinery we are simply going
 69 on losing from \$300 to \$500 a month, and you
 70 can see that if we do not get the machinery
 71 supplied and loss has followed loss. Whether
 72 new machinery would have made the differ-
 73 it has been said it would I am not a
 74 specialist, but I think it would have been
 75 the way to get further into debt
 76 out telling you plainly the state of affairs.
 77 Mr. DEAR asked if the rent would be
 78 only expense the Company would have if it
 79 was sold.
 80 Mr. FRASER SMITH replied that that was
 81 the case, and the loss would then be limited
 82 to \$200 a month.
 83 Mr. LEECH—As shareholder in both
 84 companies, and as a director of the old one I
 85 agree with Mr. Smith that it is time to
 86 but I think in justice to your customers
 87 must give them, at the risk of a little more
 88 loss, a chance to get out of the laundry.

100

July, without any notice or attempt on the part of the Hongkong Steam Laundry Co. to effect the agreement to friendly arbitration, a writ of \$1,300—lost on facts that were not in dispute.

In re: —As to this an affidavit was filed in the Supreme Court by Mr. R. C. Hurley, stating the circumstances of the case, and claiming as a result that the award was not binding and is unjustly sustained. This affidavit was accepted, a permission granted to defend by the Chief Justice in Chambers. At this stage of the proceedings the same party who had been named as arbitrators for arbitration. Whereupon Mr. J. Macgregor was appointed by the Hongkong Steam Laundry Co., Ltd., Mr. W. H. F. D. Dwyer acting on your behalf. Finally regarding the award, the arbitrators have decided to give you compensation for the loss of a whole season's business. I cannot read the schedule or letter which had intended to read, as the matter is still in the hands of the arbitrators. The arbitrators have already applied to have the award made an order of Court, which proceeding has also been set aside for the present. As there is no possibility of a further award, the arbitrators will sign the award being heard, your Director will learn your views on the subject, and we be glad to hear any suggestions.

Mr. LEONG—I am glad to refer to your statement that the award was not binding, and the application to have the award made an order of the court will be set aside. You were named on Saturday week and you will have a meeting on Thursday next. I am glad to hear of the further prospect of re-opening the arbitration.

Mr. FRASER-SMITH—We said nothing at all.

Mr. LEONG—You said there was every prospect of the award being set aside.

Mr. FRASER-SMITH—The position is that the arbitrators have submitted to arbitration to the two gentlemen whose names have been mentioned. They sent in a statement last week, but it was an award we could not accept. The arbitrators have now decided to make an award which the arbitration was postponed. The two gentlemen who were named arbitrators altogether misinterpreted the terms of the trust reposed in them. The arbitrators are in the Chief Justice's hands.

Mr. FRASER-SMITH—You misunderstand me. Mr. LEONG is quite understanding. It is the arbitrators' fault.

Mr. FRASER-SMITH—Wait a moment, not going to prejudge the case, only to give explanation. The arbitrators were asked to arbitrate, and they have given an award. We cannot accept the award. We took counsel advice and the counsel says we are quite right. On that Captain Anderson is quite justified in saying there is very prospect of the award being set aside.

Mr. McCULLOUGH—How many shareholders in this, the Victoria Laundry Company, are shareholders in the Hongkong Laundry Company?

Mr. FRASER-SMITH—Can you answer that, Hurley?

THE SECRETARY—I am not quite prepared with an answer at the moment, but I will try to find out.

Mr. FRASER-SMITH—The shareholders in the Victoria Laundry are shareholders in the Hongkong Laundry Co.

Mr. McCULLOUGH—The reason I ask this question is that I am not going to consider ourselves. If there is any money left to go to be done with it? Is it going to be checked away for the benefit of the law? I am not going to consider the law.

On this Mr. FRASER-SMITH—Consider a law.

[illegible][illegible][illegible][illegible]

28th October.

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IN ORIGINAL JURISDICTION

IN ORIGINAL JURISDICTION

THE HON. SIR GEORGE

CHIEF JUSTICE.

LONG V. PETER OESTMANN

LEINBURGER DAMPSCHIFF

GESELLSCHAFT, \$9,233.33

Francis, Q.C., instructed by Mr.

for the plaintiff. The Acting
CLU (E. J. Ackmond) in-

(Hon. E. J. Akerly), the
Wetter and Person: answer

W. Wilson and Deacon, appraisers

was a claim arising out of the

German steamer *Decima* at

on with a charge of opium

heard on the 19th inst., judge

On the 28th his Lordship
gave judgment:—

action is brought upon a chi-

between the plaintiff and the

th day of December, 1883.

ed at Hongkong on the 2nd

under it the German steamp

[illegible]

